

LINCOLN/LANCASTER COUNTY PLANNING STAFF REPORT

P.A.S.: Comprehensive Plan Conformity No.01003 **DATE:** September 20, 2001
Proposed Lancaster County Road and
Bridge Construction Program,
Fiscal Years 2002 and 2003-2007

PROPOSAL: Pursuant to Resolution 1521, passed by the Board of County Commissioners on December 30, 1958, the Planning Commission is to review the proposed Lancaster County Road and Bridge Construction Program, Fiscal Years 2002 and 2003-2007, with regard to its conformity with the Comprehensive Plan.

CONCLUSION: Pavement projects within the proposed FY 2002 and 2003-2007 Lancaster County Road and Bridge Construction Program emphasizes roads functioning as other arterials. It is recommended that the emphasis on arterials be maintained throughout implementation and that roads functioning as collectors receive second priority followed by local roads.

It is recommended that the Planning Commission find the proposed FY 2002 and 2003-2007 Lancaster County Road and Bridge Construction Program to be generally in conformance with the *1994 Lincoln City-Lancaster County Comprehensive Plan*.

<u>RECOMMENDATION:</u>	In general conformance with the Comprehensive Plan.
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GENERAL INFORMATION:

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ANALYSIS:

The proposed Lancaster County Road and Bridge Construction Program is divided into two sections, one-year (FY 2002) and five-year (FY 2003-2007) elements. The following is the way the program is organized:

Road Projects (FY 2002):

Pages 1-3	Completed in FY 2001
Page 4	Carried over from FY 1999
Page 5	Carried over from FY 2000
Page 6	Carried over from FY 2001
Pages 7-8	Road projects, FY 2002
Pages 9-10	Standby projects, FY 2002

Bridge Projects (FY 2002):

Page 11	Completed in FY 2001
Page 12	Bridge projects, FY 2002
Page 13	Standby projects, FY 2002

Road Projects (FY 2003-2007):

Pages 14-16	Projects, FY 2003-2007
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Bridge Projects (FY 2003-2007):

Pages 17-18	Projects, FY 2003-2007
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II. Planning Staff Discussion:

Figure 35, "Future Road Improvements In County," of the Comprehensive Plan shows the following categories of roads: federal and state highways, existing paved county roads, potential paving of county roads, and widening of existing roadways. County road improvements beyond the Lincoln Urban Area, shown in Figures 31 and 35, are considered candidates for paving in the future. For county roads, the Comprehensive Plan notes:

Figure 35 shows those county roads that are proposed for improvements due to impacts that are expected to occur in the planning period. The amount of new pavement will be dependent upon the growth in traffic volumes, the actual growth in population, and the fiscal resources available in the future.

Road improvements for the county are triggered based upon daily traffic volumes with the amount of traffic dictating the type and degree of improvement necessary. The first level of traffic volume is in the range of 250 vehicles per day and at this level the county acquires 100 feet of right of way, grades and installs new drainage structures. The second level of improvement is the paving of a road which is triggered at a traffic volume level of about 500 vehicles per day. The next level of improvement that may occur within the urbanized area is the development of a four-lane facility. This level of improvement is dependent on its function within the overall Transportation Plan and must be identified in the Comprehensive Plan.

County roads identified as "potential paved" are currently unpaved, but may have the potential to be paved during the planning period. These roads function as other arterials, collectors, or locals. Future paving of these roads will depend largely upon the availability of funding and the determination of priorities. Paving is based on daily vehicle counts, planning considerations, functions of roads, and identified deficiencies of roads. Through this evaluation, it is determined which roads should be paved with arterials receiving the first priority, followed by collectors, and then by local roads.

Review of Proposed Road Projects

The road projects contained in the proposed Lancaster County Road and Bridge Construction Program include engineering, right-of-way, grading and structures, pavement, 2nd-stage pavement, pavement widening, culvert maintenance, and safety improvements. Outside the cordon area of the city of Lincoln, the Comprehensive Plan specifically identifies "existing paved", "potential paved", "widening of existing roadways", "potential road openings" and "overpasses" on county roads.

The first level of review of the Road and Bridge Construction Program included reviewing all road projects proposed for safety improvements, pavement, 2nd-stage pavement, and pavement widening. These projects were reviewed with regard to conformity with the Comprehensive Plan. The Road and Bridge Construction Program notes that according to the policy of the County Board, projects will not be approved for pavement unless they are included in the Comprehensive Plan or unless the Plan is amended accordingly. The following maps were used for this review:

- ! Improvements For Future Road Network (Comprehensive Plan, Figure 31)
- ! Future Road Improvements In County (Comprehensive Plan, Figure 35)
- ! Functional Street And Road Classification, Existing (Comprehensive Plan, Figure 26) and Future (Comprehensive Plan, Figure 27)

The second level of review involved reviewing all projects that are scheduled for engineering, right-of-way, or grading and structures. This review was done to assure that county projects and city projects are coordinated and to assure that any improvements being proposed conform with long-range widening plans as reflected in Figures 31 and 35 of the Comprehensive Plan.

Table 1
Improvement Projects on New and Existing Paved Roads

FY 2002

S. 54 th Street, Saltillo Road to Roca Road(w), 2.8 miles.	Pavement of an existing gravel road. This conforms with the Comprehensive Plan.
S. 54 th Street, Roca Road (west) to Roca Road (east), .25 miles.	This is 2nd-stage pavement on an existing paved road and in general conformance with the Comprehensive Plan.
N. 70 th Street, Waverly Road south to Interstate 80 overpass, 2.2 miles.	Pavement of and existing gravel road. This conforms with the Comprehensive Plan.
Branched Oak Dam Road	This is 2nd-stage pavement on an existing paved road and in general conformance with the Comprehensive Plan
Old Cheney Road, east of Highway US 77, 0.35 miles.	This is 2nd-stage pavement on an existing paved road and in general conformance with the Comprehensive Plan.
Raymond Road, East of State Highway 79, 4.6miles.	This is 2nd-stage pavement on an existing paved road and in general conformance with the Comprehensive Plan.
W. Saltillo Road, S 1 st Street to S. 14 th Street, 0.8 miles	Pavement of and existing gravel road. This conforms with the Comprehensive Plan.

FY 2002 (Standby)

SW 33 rd Street, W. Denton Road to W. Pleasant Hill Road, 0.1 mile.	Pavement of an existing gravel road. This conforms with the Comprehensive Plan.
Wildrose Lane relocation, NW 31 rd Street to NW 27 th Street, 0.5 miles.	Grading, Structures, and Pavement for a construction of a 2-lane paved road. This conforms with the Comprehensive Plan.

FY 2003-2007

SW 12 th & SW 14 th Street, W. Roca Road north to W. Rokeby Road, 4 miles.	Pavement of an existing gravel road. This conforms with the Comprehensive Plan.
SW 33 rd Street, Denton Rd to W. Pleasant Hill Rd, 0.5 mile.	Pavement of an existing gravel road. This conforms with the Comprehensive Plan.
S. 68 th Street, Saltillo Road to Roca Road, 2.6 miles.	Rebuilding of an existing paved road. This conforms with the Comprehensive Plan.
SW 98 th Street & W. Denton Road intersection to SW 140 th Street, 3.5 miles.	Pavement of an existing gravel road. This conforms with the Comprehensive Plan.
N. 162 nd Street, Davey Road to Ashland Road in Saunders County, 4 miles.	Pavement of an existing gravel road. This conforms with the Comprehensive Plan.
E. Adams Street, Benton St. to 148 th Street, 3.3 miles.	Pavement of an existing gravel road. This conforms with the Comprehensive Plan.
Arbor Road, US Highway 77 to N 27 th Street, 1.75 miles.	Pavement of an existing gravel road. This conforms with the Comprehensive Plan.
Firth Viaduct BN & SF R.R. overpass, on Firth Road and S. 82nd Street north, 0.75 miles	Grading, structures and pavement for construction of a viaduct on 2-lane paved road. This conforms with the Comprehensive Plan.
Fletcher Avenue, N. 120 th St. to N. 84 th Street, 2.5 mi.	Pavement of an existing gravel road. This conforms with the Comprehensive Plan.
Fletcher Avenue, N. 120 th St. to 148 th Street, 2.0 miles	Pavement of an existing gravel road. This conforms with the Comprehensive Plan.
W. Denton Road, SW 12 th St. to SW 56 th Street, 3.0 mi.	Additional right of way requested on an existing paved road.
Hickman Viaduct BN & SF R.R. overpass, on S. 68 th Street north of Stagecoach Road, 0.75 mile.	Grading, structures and pavement for construction of a viaduct on 2-lane paved road. This conforms with the Comprehensive Plan.

FY 2003-2007 (continued)

Old Cheney Road, 120th St. to
127th Street, 1.0 mile.

Pavement of an existing gravel road. This conforms with the
Comprehensive Plan.

Pioneers Blvd, 98th Street to
112th Street, 1.0 mile.

Pavement of an existing gravel road. This conforms with the
Comprehensive Plan.

W. Pleasant Hill Road, SW 12th
Street to Coddington Avenue,
0.5 mile.

Pavement of an existing gravel road. This conforms with the
Comprehensive Plan.

Yankee Hill Road, S. 56th Street
to S. 84th Street, 2.0 miles.

Pavement of an existing gravel road. This conforms with the
Comprehensive Plan.

Yankee Hill Road, S. 40th Street
to S. 56th Street, 1.0 miles.

Pavement of an existing gravel road. This conforms with the
Comprehensive Plan.

Prepared by:

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